



**RAPIDS OF THE
ST. LAWRENCE**
PRESCOTT TO MONTREAL

CANADA STEAMSHIP LINES
NEWS SERVICE DEPT.

25¢

543
19-37
01786

The EDITH *and* LORNE PIERCE
COLLECTION *of* CANADIANA



Queen's University at Kingston

10
3270

map

"Rapids"

All the advances of civilization have not changed the importance of rivers. The blue lines across the maps of the nations remain the true arteries. Railroads span our rivers with bridges and dive under them by way of tunnels; air lines are charted through the skies; but people who build homes by the river banks and cities are known by the rivers they cling to. Rivers remains the great traffic routes of the world.

Today, you are travelling on one of the great waterways of the world. At Prescott in the Province of Ontario, where you came aboard the steamer which is specially designed to make the trip through the rapids, the St. Lawrence River is two miles wide. Between the banks of this river the waters of the Great Lakes are pouring out toward the sea. The St. Lawrence-Great Lakes chain is over two thousand miles in length and drains an area of over four hundred thousand square miles. The waters from this great empire are today, as for centuries past, moving irresistibly to the Atlantic down the St. Lawrence valley.

The St. Lawrence-Great Lakes chain was the cradle of civilization on this continent. Its present value is too great to be fixed in dollars, and its future is too vast to be forecast. Two million Canadians live along the waterway, and the communities on the shore line are credited with more than half the annual production of Canada's manufactures.

1212-57521579

The St. Lawrence valley narrows quickly where the river holds the Thousand Islands. Again it narrows to a width of a mile and a half. Sometimes it opens into broad quiet lakes and sometimes closes to form rapids. Where the river narrows and the water rushes over rocks thrust up close to the surface, the rapids are created. The river races and white spray leaps into the air, and the swiftest known water navigable by steamship sweeps on its way. In all, there are eight series of rapids growing progressively more violent and picturesque in character until Montreal is reached. The rapids trip will take nine and a half hours and the ship will pass through a countryside rich with the colors of history.

The story of this section of the St. Lawrence is crowded with military incidents. Twice the people of North America were in arms and many times British and American blood colored the waters of the river. The War of the American Revolution and the War of 1812 are far away; they interest us mainly for the heroism of the men who fought. The prejudices of those days are gone although the loyalties remain and the tales are told "with malice toward none" but in the spirit of utmost reverence for the courage of valiant men now dead.

The town of Prescott is the centre of one of the old river settlements. It was named for General Prescott who commanded British troops at the time of the American Revolution. On a slight elevation east of the town a stout stone-walled block house surrounded by high earthworks stands as a reminder of days when the river bank was an armed frontier. A palisade, which has been kept in repair for historical interest, skirts the earthworks.

Prescott is the extreme easterly point of Great Lakes

navigation. Here, the waters of the St. Lawrence become too rapid and uncertain for navigation by the large ships of the upper lakes and vessels moving to the salt water ports from the lakes are compelled to use the canals. With the opening of the new Welland ship canal between Lake Ontario and Lake Erie in 1930, large upper lake vessels will be able to come from the head of the lakes to Prescott if they wish to navigate the Thousand Islands and the narrowed section of the river above the town, though the river channels must be considerably deepened if the biggest of the freighters are to reach this famous old river port.

Opposite Prescott is the city of Ogdensburg, New York. An incident of war, more picturesque than bloody, occurred on the river not far from here in 1812 when, on July 29, the American schooner Julia started from Ogdensburg for Lake Ontario to raid commerce. She carried one 18-pounder gun and two 16-pounders. She was followed up by two British sailing ships, the Earl of Moira and the Duke of Gloucester. A few miles up stream the ships anchored and for three and a half hours bombarded each other furiously. Thanks to the nervousness of the gunners and the inexperience of the commanders not a single life was lost and when darkness came on the American and British ships withdrew to their respective shores hoping to fight another day. The ultimate conclusion of the combat is obscured in history.

Raids and counter raids across the ice of the frozen St. Lawrence between Prescott and Ogdensburg were the popular winter tactics of the War. In the winter of 1813 a famous Scots militia colonel known as Red George Macdonell was in command at Prescott. He was a

vigorous soldier and the finest type of Scottish gentleman, and the stories of his expeditions across the cracking ice at the head of his Highland militia to assault and finally to capture the fort at Ogdensburg are among the oft told tales of the river front.

About one mile below Prescott is Windmill Point where the Canadian Government has converted an old windmill into a lighthouse. The site is one of unusual interest in the history of the river. When, in 1837, certain liberal factions in Ontario were growing restive under some features of old colonial rule and actually taking to arms, an expedition was organizing in Northern New York State which was to "free" Canada from British rule by force of arms. In 1838 six hundred men under a skilful Polish soldier, Colonel Van Schultz, stood to arms in Ogdensburg. A few of the men were Canadians but most were American adventurers. When the actual raid commenced only one hundred and seventy landed in Canada. These men were caught in a trap, for the United States authorities, in attempting to suppress the attack being made from their shores against a friendly power, had stolen the raiders' boats.

Canadian troops attacked the handful of invaders who retreated to the old stone windmill by the riverside. They fought a courageous and spectacular battle. Thirty-six of the attackers were killed and nineteen of the defenders fell during three days of fighting. Van Schultz and eleven others were brought to trial and hanged.

On the south shore below Prescott is the St. Lawrence State Hospital which is maintained by the State of New York. It is one of the largest institutions of its kind in

the United States and the large group of buildings can be seen clearly.

The steamer here passes through the North Channel or Cleveland Cut. This is a channel cut through Drummond Island, mostly through solid rock for a mile and a half with a width of 400 feet. Six miles below Prescott are the Galops Rapids (pronounced Galoo). These are the first and the smallest on the river. The boat maintains its speed and the difference is hardly noticeable. The Canadian village of Cardinal is passed. The Iroquois Canal at this point takes the larger ships through one lock emerging into the river opposite Galops Island. The stretch of six miles of canal from Iroquois to Cardinal is used by upbound freight steamers. The Government of Canada has spent nearly three million dollars on canal and river improvements through this section.

The international boundary through this part of the river is practically midstream though the actual line deviates to include some islands in Canadian territory and some in American. Galop Island above Cardinal is in the United States as is Ogden island above Morrisburg.

The Rapide Plat is reached before the Town of Morrisburg or Waddington. While it is a small rapids from the passenger point of view, it is a very interesting part of the River from the point of view of freight steamers. This is the swiftest current which the regular cargo boats pass down on their way from the Great Lakes to Montreal; none of the other rapids provide a sufficient depth of water for freight carriers. Except when the water is too low in the River, which some years occurs towards the end of the summer months, the freight steamers run the Rapide Plat.

The current here is about 15 miles per hour and freight steamers going through this rapids are travelling from 20 to 25 miles per hour. It requires the greatest skill of the St. Lawrence Pilots and Captains to handle their boats safely through the Rapide Plat.

Waddington on the American side, opposite Ogden Island, is a most important pulp-receiving port, the wood being shipped from Lower St. Lawrence ports, in large quantity. There is a supply of boats to unload their cargoes at Waddington almost continuously throughout the season of navigation.

Four miles below Morrisburg is Chrysler's Farm. Here, on November 11, 1813, an invading American force of 2,000 under General Wilkinson clashed with 800 British under Colonel Morrison. The invaders suffered heavily and the force was withdrawn. The high shaft of the monument to the dead can be seen.

As the boat moves down past Farran's Point the water of the river can be seen to gather speed. Then past Dickinson Landing with its quaint English houses. Soon the wild white caps of the famous Long Sault Rapids come into sight.

Before reaching the rapids the Lighthouse and upper entrance to the Cornwall canal can be seen on the left. The canal is nine miles long with an elevation capacity of 45 feet which is the drop of the Long Sault Rapids. The Long Sault rapids extend for nine miles and throughout the first mile, treacherous reefs, whirlpools and flying spray make the few minutes among the most exciting of the journey.

The engines of the boat are shut off and she drifts faster and faster toward the long stretch of turbulent water, carried along by the force of the current at more than twenty miles an hour, sometimes nearly thirty. As she finally shoots the rapids there is a curious, continued, downward sensation which is unique to steamboat travel. The nerve and precision in piloting these rapids is the result of many years of experience.

The first large boat to descend the rapids was the "Ontario" built on Lake Ontario in 1840. She was purchased by a private firm to carry mail between Montreal and Quebec. No craft of her size had ever attempted to run the Long Sault, and two Indians were promised one thousand dollars each if they could pilot the ship through successfully. To test the depth of the water a crib forty feet square was made and stakes ten feet long projected from the bottom. The crib was released at the head of the rapids and recaptured in the quiet water below. The stakes were examined and it was found that none had been damaged. So the Ontario was sent through, guided by the two Indians who had watched the progress of the crib from the shore. This trip was made in 1843 and it was fifteen years before another steamer made the attempt.

Before reaching Cornwall the rapids boat passes under a railway bridge of the New York Central Railroad. Cornwall, which is the only scheduled stop on the trip, is a flourishing industrial community which, by reason of the power developed from the Long Sault rapids has drawn many prosperous industries to the banks of the St. Lawrence. Paper and textiles are the chief products of the city's manufacturing establishments.

A most important feature of the trip down the Long Sault Rapids is the location of the International Boundary. One would expect that the International Boundary would be down the middle of the navigable river, but after the vessel has passed down less than two miles of the Long Sault, the head of Sheek Island is reached, and the Barnhart Island. The International Boundary follows the middle of the stream lying between these two Islands, but the water is not navigable, being in places only two or three feet deep. The Long Sault continues its course between the Mainland and Barnhart Island.

Barnhart Island is a possession of the United States and, therefore, from the time the head of Barnhart Island is reached, until the vessel passes the foot of the Island, a distance of $4\frac{1}{2}$ miles, the steamer is navigating entirely in United States water, both banks of the river being in the United States.

On the south shore just below Cornwall is the village of St. Regis. Here the international boundary leaves the river and swings south east, over land. Thus, both sides of the river are now Canadian territory. At St. Regis there is an Indian reservation and from the ship may be seen the old church of St. Francis which was built about 1700. The bell of this church is associated with a deed of Indian vengeance. On its way from France the ship bearing the bell was captured by an English man o'war and taken to Salem, Massachusetts, where it was sold to the church at Deerfield. The Indians, hearing that their bell had been taken from them, set out for Deerfield, attacked the town, killed forty-seven and took one hundred and twenty captives. The bell was taken down and conveyed to St. Regis where it still hangs.

When the river broadens into the quiet water of Lake St. Francis there is an opportunity to visualize the great pageantry of shipping which has moved up and down the waterway during the centuries in which it has been known to man. In the beginning it was the solitary Indian with the limp body of a deer weighing down the bow of his canoe, who charted the river routes. The giant war canoes, with warriors in gaudy paints must have set the courses for travellers of later years. Frontenac with 400 men in 120 canoes and two flat-bottomed bateaux painted in brilliant blue and scarlet to impress the natives, pushed up stream carrying building materials with which to erect a fort where Kingston now stands. LaSalle travelled this way to reach Lake Erie where he built the first sailing ship in the Upper Lakes. The fur brigades from the far northwest came down singing their swinging paddle songs. Charles Dickens, in recalling his visit to America, tells of seeing many gigantic rafts and describes one: "It had some thirty or forty wooden houses on it, and at least as many flag masts so that it looked like a nautical street." Dickens was referring to the long log rafts which were taken down the river to be broken up for lumber.

In October 1813 Colonel George Macdonell (Red George) was at Kingston when word came of the American column which was marching against Montreal. The invading force was opposed at Chateauguay by a courageous handful of 300 French-Canadian militia who were hopelessly outnumbered by 7,000 of the troops from the United States. Red George, with six hundred militia, set out down the St. Lawrence to the rescue.

Miss C. Holmes MacGillivray, in her book, "The Shadow of Tradition" describes this remarkable expedition:

"At Prescott there was no pilot. One was expected later, but Macdonell would brook no delay. He knew that part of the river and would himself guide the boats down the rapids.

"On they went with speed increasing as the current raced through the narrowing channels. Down the Galops and the Rapids du Plat they sped. Past Chrysler's peaceful farm, soon to become one of the historic battle-fields of Canada. The river seemed to have caught the fever of haste and to hurry them along with an eagerness of its own as it danced and eddied between the high wooded banks. On through scattered clearings barely seen, they swept, boat after boat, an amazing and daring procession.

"Red George knew well the danger. He stood in the stern of the leading bateau, resolute and courageous. Grasping the heavy steering paddle, his eyes alert, his hair blown back from his bared head, he led the way down the swift turbulent waters. The lives of six hundred men depended upon his guidance. The fate of Canada depended on their speed.

"The roar of the Long Sault at last was heard and a sharp command rang out above its tumult. The Scotsman knelt to keep his balance as the tossing craft drew near the cataract. The men ceased rowing and held their oars poised to take the great combers. Round the head of Sheek Island they dropped in a sudden dip and a whirl of spray that brought a gasp from all but the seasoned boatmen; thence on into the swift calm water beyond.

"Darkness fell, and the east wind rose to a gale which beat upon them through the long night on Lake St. Francis. It was morning when they came to Coteau du Lac.

"Again, no pilot. Time was precious and Red George would not wait but led on through the torrent.

"The gale became furious. Old pilots at the Cedars refused to risk the storm. Some fifty years before, at the conquest of Canada, Lord Amherst had made the journey down the St. Lawrence with his army. Unskilled, they had met disaster in this short but treacherous rapids and eighty-four men had perished. The knowledge of this and the warnings of the boatmen impressed Macdonell and, though chafing with impatience, he halted until the following day. But the storm still raged and he crossed the river to Beauharnois. From there, along a doubtful trail, through more than twenty miles of dense, unbroken forest and without a guide, he led his men in single file through the black night.

"Before dawn of the morning of October 25 the gallant company rested on the banks of the Chateauguay River."

The troops had come 170 miles by water and 20 by land in 60 hours. W. L. Grant, Canadian historian, in commenting on this feat in his *History of Canada* writes: "They had shot the rapids in their clumsy bateaux, without losing a boat or a man. No finer march was made during the whole war. When the battle joined, the French-Canadians fought amid the woods with such blithe gallantry and skilful woodcraft, and the bugles blew so cheerily from different parts of the field, that with a loss of twenty-five the invading army of 3,000 was completely

routed. This was perhaps the most dashing action of the whole war and showed how loyal the French had become to British institutions."

Actual settlement and the cultivation of land on any large scale on the rapids section of the river commenced in the latter years of the 18th century. Upon the breaking up of regiments which had been brought to Canada for the war of the Revolution, grants of land along the shore were given to the soldiers. Field officers were given 5,000 acres, captains 3,000 acres, subalterns 2,000 acres, non-commissioned officers and privates 200 acres, plus 50 more for a wife and each child. It was in the spring of 1784 that the first large settlement commenced, and disbanded regiments took up land along the river between the county of Glengarry on the east and the Bay of Quinte on Lake Ontario. The placing of the regiments was done deliberately. The Highland Roman Catholics were placed east near their French co-religionists, west of them were the Scottish Presbyterians and then the Lutherans from the Palatine. These people were the basis of the population of Eastern Ontario. The first Protestant church in what was then the province of Canada was built by the Lutheran Palatines on the banks of the St. Lawrence three miles below Morrisburg in 1789.

The Loyalists, known in Canadian history as the United Empire Loyalists, augmented the river settlements. These were people, who for various reasons preferred to live under British rule than under the newly formed republican government of the United States. They too received grants of free land. Many of these people left prosperous, long established homes and some even country

mansions in the Mohawk valley of New York, to come to Canada and carve out new homes in the forest wilderness. They labored cheerfully along with the ex-soldiers and passed through lean years when crop failures brought them to the verge of starvation. But many lived to incredible age and the saying of the day was that "Loyalist, half-pay officers never die."

The Scottish settlements were particularly clannish and the county of Glengarry clung to kilts, pipes and the Gaelic tongue for many generations. This historic country has become famous in Canadian chronicles for the brawn of its men and the numbers who have gone out from its farms to claim honors in public life and the professions. An historian, writing of a militia gathering at Cornwall during the troubled times, has quoted the old song: "Macdonald's men, Clan Ronald's men, McKenzie's men, McGillivray's men and a host of others were there as upon the Braes o' Mar long years before, but the dark green and red of the Glengarry plaid predominated."

The spirit of the early days on the river has never been better captured than by Tom Moore, the Irish poet, in his short poem which has been in most school books of the Dominion for three generations, "A Canadian Boat Song"

Faintly as tolls the evening chime
Our voices keep tune and our oars keep time.
Soon as the woods on shore look dim,
We'll sing at St. Ann's our parting hymn.
Row, brothers row, the stream runs fast,
The Rapids are near and the daylight's past.

Why should we yet our sail unfurl?
There is not a breath the blue wave to curl,
But, when the wind blows off the shore,
Oh! sweetly we'll rest our weary oar
Row, brothers, row, the stream runs fast,
The Rapids are near and the daylight's past.

Utawas' tide! This trembling moon
Shall see us float over thy surges soon.
Saint of this green isle! hear our prayers,
Oh, grant us cool heavens and favouring airs.
Row, brothers row, the stream runs fast,
The Rapids are near and the daylight's past.

Moore was born in Dublin in 1779 and educated at Trinity College. In 1803 he was appointed to the Admiralty Registrarship at Bermuda. When the office expired he returned to England by way of the United States and Canada. In his poems published in 1806 Moore gives, as a footnote, the following account of the circumstances under which he came to write the Boat Song:

"I wrote these words to an air which our boatmen sung to us frequently. The wind was so unfavorable that they were obliged to row all the way, and we were five days in descending the river from Kingston to Montreal, exposed to an intense sun during the day, and at night forced to take shelter from the dews in any miserable hut upon the banks that would receive us. But the magnificent scenery of the St. Lawrence repays all such difficulties.

"Our voyageurs had good voices, and sang perfectly in tune together. The original words of the air, to which I adapted these stanzas, appeared to be a long, incoherent story, which began

'Dans mon chemin j'ai rencontré
Deux cavaliers très-bien montés';

and the refrain to every verse was

'A l'ombre d'un bois je m'en vais jouer,
A l'ombre d'un bois je m'en vais danser'.

"I ventured to harmonize this air, and have published it. Without that charm which association gives to every little memorial of scenes or feelings that are past, the melody may, perhaps, be thought common or trifling; but I remember when we had entered, at sunset, upon one of those beautiful lakes, into which the St. Lawrence so grandly and unexpectedly opens, I heard this simple air with a pleasure which the finest compositions of the first masters have never given me; and now there is not a note of it which does not recall to my memory the dip of our oars in the St. Lawrence, the flight of our boat down the Rapids, and all those new and fanciful impressions to which my heart was alive during the whole of this very interesting voyage.

"The above stanzas are supposed to be sung by those voyageurs who go to the Grand Portage by the Utawas (Ottawa) River."

The shores of Lake St. Francis are marked by the long narrow farms coming down to the water's edge, still indicating the manner in which the land was originally

divided up in order to give each settler an equal share of the all-important river front. Lake St. Francis is about five miles in width and twenty-five miles in length. A few miles before reaching the easterly end of the lake the boat passes under the Canadian National Railway bridge which is one mile and a half long. On the left is the village of Coteau Landing and on the right the thriving industrial city of Valleyfield containing one of the largest cotton mills in the world. Here too, is the head of the old Beauharnois canal which was a chain of eight foot canals now abandoned.

At Coteau is the entrance to the Soulanges Canal--the longest Canal on the St. Lawrence River. It is fifteen miles in length and takes ships around the next four rapids involving a drop of eighty-five feet. The boat begins to move quickly through a maze of islands here and, emerging, shoots the fast but small Coteau Rapids. It was in these rapids in 1759 that General Amherst lost eighty-four men when trying to take his army down the river.

The channel which the boat takes is bounded on both sides by numerous rocks and boulders, many just two or three feet below the water and the steamer passes only a foot away from several of these. Coteau Rapids are probably the least attractive of the rapids, because there is not so much of the white foam and spray to be seen, which makes the other rapids attractive, but the presence of these submerged rocks makes them one of the most difficult to navigate.

Twenty minutes after descending the Coteau, the Cedar Rapids are encountered. The fastest water in the St. Lawrence rips over the rapids here and on the right of

the ship is the sharpest visible drop in the river's course. The Cedar Rapids give a peculiar rolling motion to the boat and there is a distinct settling sensation as she goes down in the calmer water. On leaving the rapids one can see the buildings of the Cedar Electric Power Company and the Montreal Light Heat and Power Company and on the opposite shore the plant of the Montreal Tramways Company. It is from this section of the river that the largest volume of electrical energy is at present drawn.

The Split Rock Rapids come next. These are the most difficult to navigate on account of the rock formation which runs across the river. It is only a fault in the formation—a sort of split gate through which the ship passes after having cut diagonally across the upper part of the rock formation and then diagonally across again.

The Cascade Rapids are named on account of the white crests of foam which form on the dark swirling water. Then come the Soulanges series and at the foot of these rapids can be seen the easterly end of the Soulanges Canal. The ship has been lowered eighty-five feet in fifteen miles.

Again the river broadens, this time into Lake St. Louis, and on the left can be seen the island of Montreal. Lake St. Louis shores are dotted with summer resorts and homes and many yacht clubs have their summer quarters on the north bank. Among these are the Royal St. Lawrence and the Valois Boating Clubs. The Montreal-Kingston-Toronto highway can be seen skirting the shore. Beyond are numerous golf courses which are within easy motoring distance of Montreal. At the beginning of the lake can be seen two colors of water still unmixed. The darker water is from the Ottawa river, the greatest tributary to

the St. Lawrence, which enters the main stream to the northwest. From Lake St. Louis can be seen Mount Royal, the extinct volcano which dominates and forms the centre of the island of Montreal.

Lake St. Louis is crossed in about an hour and fifteen minutes and at the easterly end are two interesting communities. On the left is Lachine named by LaSalle the French explorer. In his search for China and the Orient he believed that the St. Lawrence valley would lead him directly to his long-sought goal. Hence the name La Chine, the French word for China. On the right is Caughnawaga, an old Indian village. The name itself is significant of its history for in the native tongue it means "praying Indian". There are four thousand inhabitants of the village, nearly all of the Iroquois tribe. It is a quaint community, sprawled out without order. Caughnawaga and Lachine are connected by a Canadian Pacific Railway bridge.

Lachine was in the first place a sort of outpost of Montreal which was granted to LaSalle. Though it was dangerously exposed to Indian raids it was advantageously situated for the fur trade. He laid out the boundaries of a palisaded village, each settler getting a third of an acre inside the inclosure and forty acres outside. For his own use LaSalle reserved three hundred acres and built himself a stout stone house near the waterfront. It became LaSalle's headquarters. Later it was the scene of one of the bloodiest Iroquois massacres in the history of Indian warfare.

Caughnawaga was originally established in the early eighteenth century as a part of a scheme for the winning

over to the Faith of the Iroquois. It was hoped that they could be persuaded to settle in the new village. The project met with some success and brought many allies to the French cause. The country surrounding the village remains to this day an Indian reservation of historic associations.

A little below Caughnawaga are the world famous Lachine Rapids with a fall of forty-five feet. Years ago long rowboats manned by Indians used to shoot these rapids with parties of tourists, but the practice has been abandoned. To look at the tumult of rushing water one wonders how the frail boats could have navigated the descent, but the skill of the Indians never failed.

The first white man to attempt the trip was a youth who, with two Indians was drowned on June 10, 1611. A few days later a white man who had been wintering in the hinterland with Indians came through successfully. Champlain was the third white man to attempt the trip. Indians guided this courageous adventurer down the torrent and even he, in his chronicles, admits considerable uneasiness.

The speed of the boat picks up as the rapids are approached and there is a long prelude of boiling, writhing water. Then the foamy surges appear and the waves seem to rush in and grip the ship. Then she slips down the liquid slopes. The wilder portions of the rapids are passed quickly and the ship gets into shallow water through which there is a channel exceedingly crooked, necessitating great care on the part of the pilot as he diverts his ship at every turn of the channel.

The Lachine Rapids are avoided by other ships by means of the Lachine Canal which passes through the lower parts of the city of Montreal and has its easterly end in the heart of Montreal's great harbour. The original Lachine Canal was completed in 1821. Below Lachine, to the south, can be seen the towns of Laprairie and St. Lambert and the mountains of Montarville, Rougemont, Shefford and Belœil.

And so, the rapids are past. The travellers have come down the routes of the old fur brigades from the far Northwest but instead of a furtrader's town standing on wooded shores to greet the voyageurs, a great towered city, rich with ancient stories and famous for its hospitality opens its doors. The silver dome of St. James Cathedral and the twin spires of Notre Dame stand out, as well as the white modern buildings of the Royal Bank and the Bell Telephone Company. St. James is a replica of St. Peter's in Rome on a scale of a third and Notre Dame is a replica of Notre Dame of Paris. Under the two mile-long, Victoria Bridge the ship is carried by the current. St. Lambert is on the right. The ship's wings across in front of the city and the Harbour of Montreal, the greatest grain exporting port in the world, opens up before the traveller. But the rapids trip is over and Montreal is another story. At Victoria Pier the ship berths.

Those who are taking the trip to Quebec, Murray Bay, Tadoussac or the Saguenay will find their boat waiting close by at the same pier.

PICTORIAL MAP

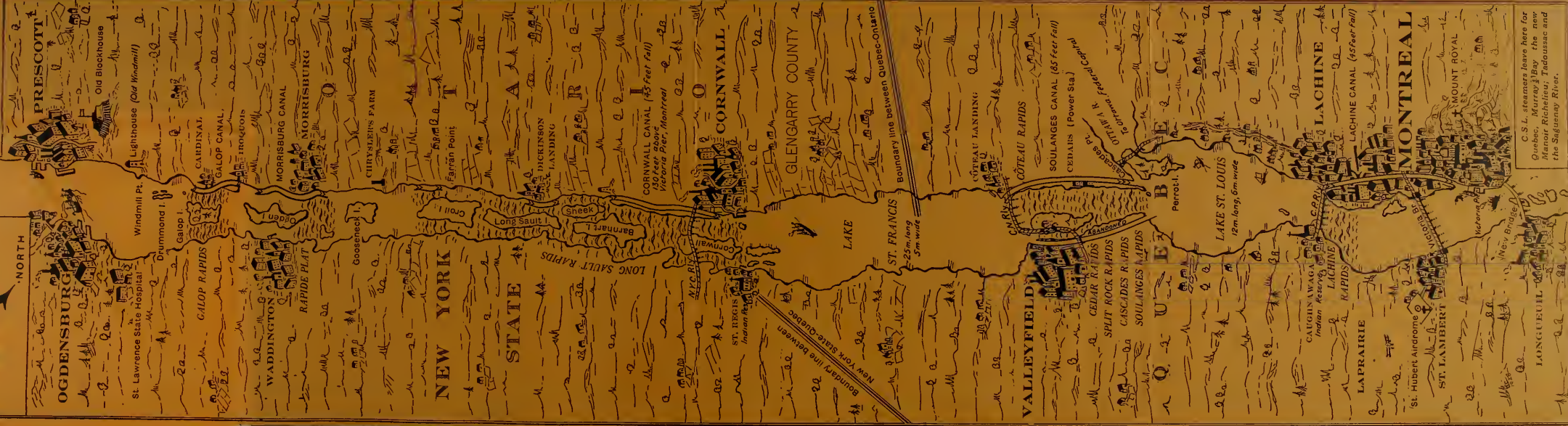
OF

ST. LAWRENCE RIVER TRIP PRESCOTT TO MONTREAL

CANADA STEAMSHIP LINES LTD.



C.S.L. steamers leave here for
Thousand Islands, Rochester and
Toronto. Prescott is to become
terminal for large ships from The
Great Lakes.



C.S.L. steamers leave here for
Quebec, Murray Bay, the new
Manoir Richelieu, Tadoussac and
the Saguenay River.

PICTORIAL OF ST LAWRENCE RIVER PRESCOTT TO MONTREAL CANADA STEAMSHIP LINE



CANADA STEAMSHIP LINES'

PASSENGER REPRESENTATIVES

ALEXANDRIA BAY, N.Y.	Ticket Agent.
BOSTON, MASS.....	G. C. Fletcher, G.A., F. & P. Depts., 216 Old South Bldg.
BROCKVILLE, ONT.....	Geo. E. McGlade, Ticket Agent.
BUFFALO, N.Y.....	P. J. Peer, D.P.A., 299 Main St.
CALGARY, ALTA.....	F. A. McCambridge, D.F. & P.A., 8 Royal Bank Bldg.
CHICAGO, ILL.....	M. F. Doyle, C.F. & P.A., 112 W. Adams St.
CINCINNATI, OHIO.....	J. P. MacKenzie, G.F. & P.A., 117 Dixie Terminal Bldg., Arcade.
CLEVELAND, OHIO.....	D. Keddie, G. F. & P.A., Union Trust Bldg.
DETROIT, MICH.....	F. D. Geoghegan, F. & P.A., 419 Dime Bank Bldg.
HAMILTON, ONT.....	City Ticket Agent.
KINGSTON, ONT.....	J. P. Hanley, Ticket Agent.
MONTREAL, QUE.....	D. Olivier, D.P.A., 715 Victoria Square.
NEW YORK, N.Y.....	J. C. Randall, G.F. & P.A., 535 Fifth Ave. at 44th. St.
NIAGARA FALLS, N.Y...	Ticket Agent, 5 West Falls St.
PHILADELPHIA, PA.....	J. W. Canvin, Real Estate Trust Bldg., Cor. Broad & Chestnut Sts.
PITTSBURGH, PA.....	R. N. Garrison, G.A., F. & P. Depts., 195 Union Trust Bldg.
QUEBEC, QUE.....	M. P. Connolly, G.A., Dalhousie St.
REGINA, SASK.....	W. Perey, D.F. & P.A., 1844 Searth St
ROCHESTER, N.Y.....	W. F. Cloney, G.F. & P.A., 705 Temple Bldg.
TORONTO, ONT.....	J. R. Beck, D.P.A., 46 Yonge St.
VANCOUVER, B.C.....	A. A. McDonald, D.F. & P.A., 605 Hastings St.
WINNIPEG, MAN.....	R. Crawford, G.P.A., 234 Portage Ave.
EDMONTON, ALTA.....	Geo. S. Crossley, D.F. & P.A., 10052, 100th. St.

LONDON, ENGLAND.....	Japp, Hatch & Co., 51 St. Mary Ave., E.C. 3.
BORDEAUX, FRANCE....	Henri Ferrière, 9 Place Jean Jaures.
HAMBURG, GERMANY....	Rob. M. Sloman, Jr., 3 Baumwall.
HAVRE, FRANCE.....	E. Grosos & Fils, 10, rue de Phalsbourg.
ROTTERDAM, GERMANY..	D. Burger & Zoen, 7 Westerstraat.

